

VERSION WITH MARKINGS SHOWING CHANGES MADE
IN THE SPECIFICATION

At page 1, line 3:

This application is a Continuation Application of U.S. Serial No. 09/544,065 filed April 6, 2000 which is a Continuation-In-Part Application of U.S. Serial No. 08/945,460, filed February 2, 1998, which is a U.S. National Phase Application of PCT International Application No. PCT/JP97/00489.

At page 9, line 5:

In this way, the stator 2 is formed by combining plural core elements 5. Hence, instead of turning the winding around the stator 2, the stator 2 can be formed after turning the winding around the core element 5. Thus, by [winding in the state of core element 5] turning the winding around the core element 5 before forming the stator, since the winding is turned in every core element 5, single winding (concentrated winding) may be formed easily. That is, as shown in Fig. 4, when turning the winding, there is no disturbing position for winding at the side surface of the teeth 7. As a result, the winding port of the turning device rotates about the teeth 7, so that an arrangement winding may be formed through an insulating film 24. Moreover, the turning precision of the winding 40 may be enhanced, and the arrangement winding may be formed easily.

At page 11, line 24:

The teeth confronting surface 14a of the permanent magnet 14 is linear. The distance between the teeth confronting surface 14a and the outer circumference of the rotor 13 is wider in the middle part than at the end part of the permanent magnet 14. Thus, in the outer circumference of the rotor 13, [having the easily passing portion and hardly passing portion of magnetic flux] which includes circumference portions which pass magnetic flux at different levels, it is

possible to produce an inductance difference between the q-axis inductance and d-axis inductance, so that it is possible to rotate and drive by making use of reluctance torque. Incidentally, the shape of the permanent magnet 14 may be a shape projecting in the middle portion toward the center of the rotor 13.

IN THE CLAIMS

Claims 2, and 5 through 24 have been cancelled.

Please replace claims 1, 3, and 4 with the following amended claims:

- 1 1. An electric vehicle comprising:
 - 2 an axle,
 - 3 wheels supported on said axle,
 - 4 a drive unit for rotating said axle,
 - 5 a power supply unit for feeding electric power to said drive unit,
 - 6 wherein said drive [element] unit includes a motor,
 - 7 said motor includes a stator core, [having a plurality of teeth parts],
 - 8 said stator core has 3n teeth, where n is a natural number, a concentrated winding
 - 9 applied over each [teeth part of said plurality of teeth] tooth part[s] of said teeth,
 - 10 and
 - 11 a rotor [incorporating] including 2n permanent magnets [a plurality of
 - 12 permanent magnets, and each of said plurality of permanent magnets is provided at
 - 13 a larger pitch than the stator coil pitch].

1 3. An electric vehicle comprising:
2
3 an axle,
4 wheels supported on said axle,
5 a drive unit for rotating said axle, and
6 a power supply unit for feeding electric power to said drive unit,
7 wherein said drive [element] unit includes a motor, [and an engine]
8 said motor includes a stator core and said stator core has $3n$ teeth
9 [having a plurality of teeth where n is a natural number, a concentrated winding
10 applied over each [teeth] tooth part of said [plurality of] teeth, [parts] and
11 a rotor including a plurality of $2n$ permanent magnets, [and
12 each of said plurality of magnets is provided at a larger pitch than the
13 stator coil pitch.]
14 said plurality of $2n$ permanent magnets are arranged around a shaft
15 of said motor,
16 at least one of said plurality of $2n$ permanent magnets includes a
17 magnet forward portion and a magnet backward portion, and
18 wherein said magnet forward portion is angled from said stator core
19 towards said shaft such that a first end of said magnet forward position is closer to
 said stator core than a second end of said magnet forward portion, said magnet

20 backward portion is angled from said stator core towards said shaft such that a
21 second end of said magnet backward portion is closer to said stator core than a first
22 end of said magnet backward portion, said second end of said magnet forward
23 portion being coupled to said first end of said magnet backward portion.

1 4. An electric vehicle comprising:
2 an axle,
3 wheels supported on said axle,
4 a drive unit for rotating said axle, and
5 a portion [power] supply unit for feeding electric power to said drive
6 unit,
7 wherein said drive element includes a motor,
8 said motor includes a stator core and said stator core has 3n teeth
9 [having a plurality of teeth parts,] where n is a natural number, a concentrated
10 winding applied over each [teeth] tooth part of said [plurality of] teeth, [parts] and
11 a rotor including [incorporating] a plurality of 2n permanent
12 magnets,
13 [said stator core is formed in an annular form by combining said
14 plurality of core elements, and]
15 [each of] said plurality of permanent magnets [is provided at a larger
16 pitch than the stator coil pitch] are arranged around a shaft of said motor, and

- 17 at least one of said plurality of permanent magnets has a side which
18 is angled from said stator core towards said shaft.

Claims 25 and 26 have been added.

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